

**DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312**

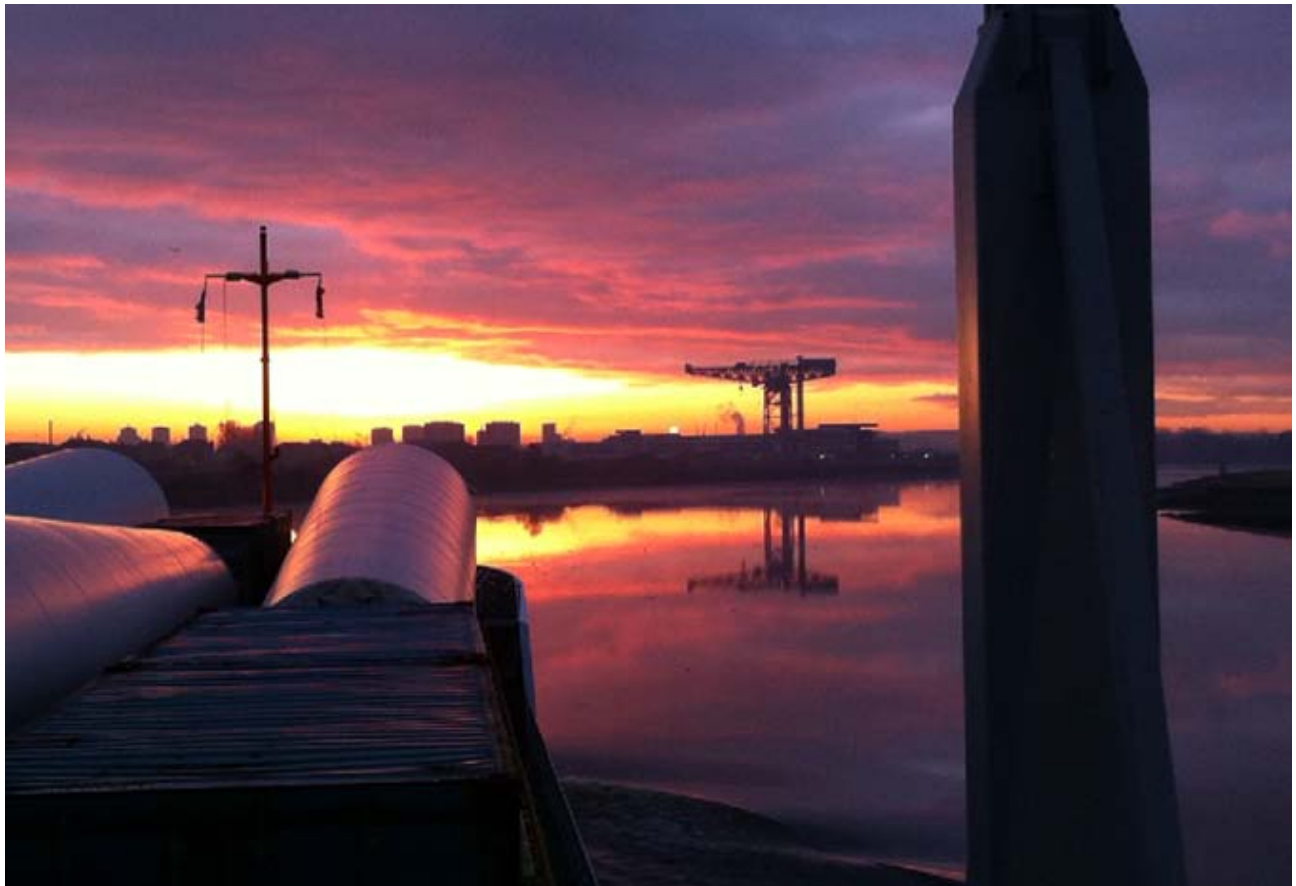


**Number 312 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 08-11-2010**

News reports received from readers and Internet News articles copied from various news sites.

**MULTRASHIP**  
**TOWAGE & SALVAGE**

www.multraship.com +31 (0) 115 645 000

The advertisement features a large blue and yellow logo for 'MULTRASHIP TOWAGE & SALVAGE'. Below the logo, the website 'www.multraship.com' and phone number '+31 (0) 115 645 000' are listed. The background shows a large industrial ship, possibly a tugboat or salvage vessel, in a harbor setting.

**Above seen last Saturday morning sunrise over the river Clyde, whilst Matt Hill was piloting the mv FLINTERHUNZE up the Clyde to Glasgow.**

**The old Titan crane at Clydebank can clearly be seen ahead of the vessel.**

**Photo : Matt Hill - Clyde Pilot ©**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

[newsclippings@gmail.com](mailto:newsclippings@gmail.com)

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS



ANCHOR & CHAIN FACTORY (AKF)

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22    phone +31 10 204 19 28 / 31    akf@akfanchorchain.nl  
3100 AA Schiedam    fax +31 10 234 02 00    www.akfanchorchain.nl  
The Netherlands

Member of the DAMEN SHIPYARDS GROUP 



The MSC chartered **BALTIMORE** ( ex MAERSK BALTIMORE ) seen enroute Antwerp – Photo : Adri de Schipper ©

## Boskalis wins EUR 100 million worth of contracts in Africa

Royal Boskalis Westminster N.V. has been awarded three contracts on the African subcontinent with a total value of approximately € 100 million. The largest contract was awarded in Nigeria by Saipem and involves dredging and

equipment maintenance support work for an operational oil facility. Two other recently awarded projects located in Morocco and the Republic of the Congo are port-related.

**Nigeria, refurbishment of water station**

Boskalis has been awarded a contract by Saipem Contracting Nigeria Limited in the Olero Creek in Delta State, about 200 kilometers northwest of Port Harcourt. The flow stations system at Olero Creek consists of four barge-mounted processing modules to separate oil and gas from a well. Boskalis will refurbish one of the four stations, the North Water Station, which it will tow to its own maintenance yard. Boskalis will also conduct piling work and sand pad reinstatement works in preparation for the reinstallation of the water station.

Through its local company, Nigerian Westminster Dredging & Marine Limited, Boskalis will work closely with the main contractor Saipem. Boskalis will use its own local resources to execute the project which is scheduled to be completed within 18 months. Key equipment which will be utilized includes a cutter suction dredger, a crane barge and dry earthmoving equipment.

**Morocco, extension Tangier port**

Boskalis has been assigned the contract for the extension of the port of Tangier, Morocco. The contract was awarded by BSTM, a consortium working on behalf of Tangier Mediterranean Special Agency. The project involves backfilling an area behind quay walls with approximately 5 million m3 of borrow material that will be sourced offshore using large-sized trailing suction hopper dredgers. The project is set to commence mid-2012 and will last approximately five months.

**Republic of the Congo, protection port of Pointe Noire**

In the Republic of the Congo, Boskalis will extend the existing breakwater of the port of Pointe Noire and execute shore protection works. The client is the Port Authority of Pointe Noire. The breakwater will require 250,000 tons of rock material sourced from local quarries and 25,000 tons of X-blocs. The project, starting in the fourth quarter of 2010 and running for approximately two years, will be executed primarily with dry earthmoving equipment.

The Boskalis strategy is designed to benefit from the key macro-economic drivers that are fueling global demand in our selected markets: the growth in global trade, increasing energy consumption, expanding population pressures and the challenges of climate change. The project in Nigeria emphasizes the need for infrastructure in order to accommodate the strong demand for energy resources. The port projects are driven by the need to cater for larger vessels and future trade volumes. **Source : boskalis**



The **CHEM TAURUS** seen in Rio Grande – **Photo : Marcelo Vieira ©**

# **Eight vessels detained for shipping offences**



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312

Eight vessels were detained by the maritime enforcement unit early this month for illegal oil transfer activities and other shipping offences off the Pengerang coastline. Malaysian Maritime Enforcement Agency southern region enforcement chief Laksamana Pertama Zulkifli Abu Bakar said the vessels were detained in a two-day operation on Nov 2 and 3.

He said more than 30 crew members were detained. Laksamana Zulkifli said two of the vessels, from Basseterre in the West Indies and China, were detained for illegally transferring 50,000 litres of marine gas oil off the shores of Tanjung Stapa.

"Six vessels were detained after our officers found they had committed several other offences," he said in a statement here yesterday. **Source : The Star**



**Miclyn Express Offshore Pte Ltd**  
3 Harbour Front Place  
#11-01/04 Harbour Front Tower 2  
Singapore 099254  
Tel: +65 6545 6211  
Fax: +65 6275 6212  
Website: [www.miclynexpressoffshore.com](http://www.miclynexpressoffshore.com)



## Pressure on Coalition to save Stornoway and Shetland tugs

**politicians of all parties join shipping minister in call to salvage UK service**

The UK Government is under renewed pressure to reverse a decision to scrap the emergency tugboat service and launch a full consultation with the shipping and fishing industries. Shadow Scottish secretary Ann McKeichin called on the Conservative-Lib Dem coalition yesterday to look afresh at the consequences of axeing the vessels.

The Labour MP spoke out after UK Shipping Minister Mike Penning said the industry needed to take more responsibility for maritime safety and pay for salvage tugs. Her comments came after the Stornoway-based tug **Anglian Prince** was called out last month to help refloat the nuclear submarine **HMS Astute**, which was grounded off the coast of Skye.

An inquiry has now been conducted into the incident but the findings have yet to be released. The Royal Navy also confirmed yesterday it was looking into how a tow-rope had become "snagged" on the tug's propeller during the refloating operation, causing the two vessels to collide.

Maritime and Coastguard Agency figures showed the Stornoway tug was deployed just **five times** and the Shetland vessel **seven times** between 2004 and 2009. Critics say cancelling the two tugs in Scotland, which patrol the waters between Orkney and Shetland and the Western Isles, and two on the south coast of England, is short-sighted and could cost lives. The decision, which would take effect from September 2011, is expected to save the government £32million over four years.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312

Ms McKechin said: "There has to be a full and proper consultation on this issue with all interested parties because it not just major shipping companies that use the water ways. "You cannot expect two-man fishing boat operations to fund major infrastructure, like tugs." The vessels were introduced following Lord Donaldson's report on the risks of coastal pollution after the **Braer** oil tanker spill off Shetland in 1993.

Western Isles SNP MP Angus MacNeil has called for a debate on the issue in the Commons. "It is only when a major event happens, such as the grounding of HMS Astute, that the value of the standby tug is realised," he said. "Huge oil tankers pass east and west of the Hebrides daily, and every few years a nuclear submarine seems to go aground – we can't afford to lose the tug."

Highland and Islands Conservative MSP Jamie McGrigor broke party ranks yesterday and urged the UK Government to reverse the decision. "Although the tugs are used only in certain circumstances they do deliver the power to avoid maritime disasters," he said. Highland Liberal Democrat politicians Charles Kennedy, John Farquhar Munro and Jamie Stone are actively lobbying for the vessels to be retained.

A Royal Navy spokesman said yesterday that, while **HMS Astute** was being towed by the **Anglian Prince**, the rope had "snagged" on the tug's propeller. "This drew the two vessels together and caused a collision. **HMS Astute** was inspected at the time and damaged was seen to be minor. **Astute** came back to Faslane under her own steam."

He added: "When an incident like this occurs, one of the first things we hold is a service inquiry. This looks into the incident and tries to find out what happened, what the conditions were and what happened. That has now finished but the findings have not been released." He added that aspects of the findings were likely to be made public.

Source : [pressandjournal.co.uk](http://pressandjournal.co.uk)



The **LS JACOBA** seen in the port of Cape Town - Photo : Aad Noorland ©

## Pirate hostage dies of malnutrition

A member of the crew of the hijacked vessel **MV Iceberg I** has reportedly died of malnutrition. The man, a Yemeni, was the ship's Third Officer and died on October 27. Ecoterra, an environmental protection group that has a presence in Somalia, says that three other crew members are said to be in bad shape.

The ship has been held by Somali pirates for seven months. Eu Navfor reported on March 29 that it I had been hijacked 10 nautical miles off the port of Aden, Yemen, outside the International Recommended Transit Corridor (IRTC). The ship is a Panama-registered, 1976-built RO/RO of 3,960 dwt. The owner is Dubai, UAE, based Azal Shipping and Cargo.

Ecoterra says the owner confirmed being informed of the death by the crew. The owner, though, declined to make any comment to the UAE English language daily The National. That newspaper reports that the crew of **Polar I** have run low on food and water and completely out of medicine and generator fuel. It quotes an Ecoterra spokesman as saying that Azal Shipping has held negotiations with the hijackers, most recently in September, but that "the ransom requested far exceeds the amount the owner is willing to pay." **Source : MarineLog**



The **PACIFIC VOYAGER** seen departing from Antwerp – **Photo : Stan Muller ©**

**TOS**  **Global Ship Delivery & Crewing Solutions**  
Transport & Offshore Services



[www.tos.nl](http://www.tos.nl)

## **Pirates receive record ransom for S.Korean supertanker**

Somali pirates said on Saturday they had received a record ransom of **\$9.5 million** for the release of **Samho Dream**, a South Korean oil supertanker they hijacked in the Indian Ocean in early April this year. The **Samho Dream**, which



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312

can carry more than 2 million barrels of crude oil, was hijacked and its crew of five South Koreans and 19 Filipinos taken hostage, while carrying as much as \$170 million worth of crude oil from Iraq to the United States.

"We are now counting our cash and soon we shall get down from the ship," a pirate who gave his name as Hussein told Reuters. Andrew Mwangura, coordinator of the East African Seafarers Assistance Programme, said the ransom would be the highest ever paid out to the pirates since they started hijacking vessels in the past several years.

"They initially demanded \$20 million. What I can confirm is that negotiators tell me they agreed to make the drop with an amount in excess of \$9 million. This would be the highest sum paid out to pirates so far," Mwangura, who is based in the Kenyan Indian Ocean port of Mombasa, told Reuters.

"What we know from negotiators is that the pirates are on board counting and verifying the cash, and then in a matter of hours the ship is supposed to be released." Somali pirates are making tens of millions of dollars in ransoms from seizing ships, including tankers and dry bulkers, in the Indian Ocean and the Gulf of Aden, despite the efforts of foreign navies to clamp down on such attacks.

"We received an amount of \$9.5 million early in the morning, now we are dividing the ransom and will abandon the ship (soon)," another pirate who gave his name as Ali said. The hijacked vessels are usually taken to the Somali coast where they are held until money is paid, although negotiations can take months.

Somalia has lacked an effective central government for almost two decades and is awash with weapons. The mayhem on land has allowed piracy to boom in the strategic waterways off its shores linking Europe to Asia and Africa.

Source : Reuters



The **AL KHOR** seen enroute Antwerp – Photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com) ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**



**VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000  
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

**Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



The **MAERSK EDWARD** ( ex BRO EDWARD ) seen enroute Antwerp  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## China says ship, crew hijacked off Somalia in June rescued

A Singapore-flagged cargo ship with 19 Chinese crew that was hijacked in June by pirates off the coast of Somalia has been rescued, the Chinese Transport Ministry said on Saturday. The **MV Golden Blessing**, a petroleum and chemical tanker, was travelling to India from Saudi Arabia when it was hijacked in late June, maritime authorities said at the time.

"The 19 Chinese crew and the ship **Golden Blessing** were rescued safely at 1:03 am Beijing time," the ministry said in a statement posted on its website. "The 19 Chinese crew are safe. At present, the Golden Blessing is heading to safe waters under Chinese naval escort." The statement did not say how the ship had been rescued, or if anyone was arrested in the process. Calls to the Transport Ministry went unanswered. A spokesman for Golden Pacific International Holdings, which owns the ship, declined to comment when asked about the rescue. Singapore maritime authorities said in June that the ship had been chartered by Shanghai Dingheng Shipping Co Ltd. Heavily-armed pirates using speedboats operate in the Gulf of Aden where they prey on ships, sometimes holding vessels for weeks



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312

before releasing them for large ransoms paid by governments or ship-owners. In October 2009, a Chinese cargo ship called the Dexinhai with 25 crew members on board was captured by pirates northeast of the Seychelles as it was sailing to India from South Africa.

The vessel was held on the Somali coast and was only recovered at the end of December following the payment of a USD 3.5 million ransom. Dozens of vessels from navies around the world now patrol the shipping lanes off the Somalia coast and into the Gulf of Aden. China has been active in international anti-piracy efforts in the area since the end of 2008.

Last December, Yin Zhuo, an admiral and senior researcher at the Navy's Equipment Research Centre, even proposed setting up a permanent base to support ships on anti-piracy missions in the gulf. UN Secretary General Ban Ki-moon has called piracy a "scourge", and a UN report released this week said pirates had staged 37 successful ship hijackings in the first 10 months of 2010, up from 33 in the same period of 2009. **Source : Zeenews**



The **WOO YANG LEADER** seen anchored off Busan – **Photo : Maarten Raemakers ©**

## Filipino crewmen outsmart Somali pirates

The Department of Foreign Affairs has commended eight Filipino seafarers and eight other crew members of the **M/V Beluga Fortune**, a German-owned cargo ship, for outsmarting Somali pirates and successfully evading capture by the marauders near the Gulf of Aden.

Esteban Conejos, undersecretary of foreign affairs for migrant workers, said the "adoption of best practices by the seafarers saved them from being held captive by the pirates" last October 24. "They sent out a distress call to American and British naval vessels in the area, cut off the ship's fuel supply, shut down power on the bridge, and hid in a safe room before they could be overwhelmed by the pirates," said Conejos.

They stayed below deck for two days, Conejos said, adding, "Unable to take charge of the ship or hold any crew member hostage, the pirates were forced to abandon the vessel after stealing some personnel belongings of the crew which were left inside the cabins." Reports reaching the DFA said the pirates boarded the ship while it was on its way to South Africa.

According to Conejos, "all the seafarers are safe and have expressed their intention to continue working on board." "The Filipino crew members also said they will come home in time for the Christmas holidays," he added. Meanwhile,

DFA spokesman J. Eduardo Malaya said negotiations were continuing for the release of 111 Filipino seafarers being held by Somali pirates.

Malaya said assistance would be provided to the seamen "through domestic and multilateral channels." The DFA is "working with the Philippine Overseas Employment Administration on the proper notification and extension of appropriate assistance to the Filipino seafarers' families" here, Malaya also said. The latest ship hijacking, which took place last weekend, involved the Panama-flagged tanker [M/V Polar](#). At least 16 of its 24 crew members are Filipinos.

The 72,825-ton vessel was seized by the pirates some 600 miles off the coast of Somalia. On October 24, Somali pirates also seized the Singaporean-flagged tanker [M/T York](#) with 14 Filipino crew members off the coast of Kenya. Foreign Secretary Alberto Romulo earlier said the DFA was coordinating with "concerned foreign countries" for the safe release of the Filipino hostages. **Source : Inquire Global Nation**

## **280 DVDs of ship collision left at JR station in Saitama**

Saitama police are analyzing about 280 DVDs that were found in Saitama Prefecture on Friday and are thought to be recordings of video footage apparently showing collisions between Japan Coast Guard patrol ships and a Chinese fishing boat, sources close to the matter said.

The DVDs in two cardboard boxes were left on a pathway toward the east exit of East Japan Railway Co's Kawaguchi Station after the video footage of what is believed to be the incident in the East China Sea on Sept 7 was posted on the Internet, they said. The police played the DVDs and suspect they are direct copies of the video footage, the sources said.


The DVDs were accompanied by a slip of paper saying: "*This indicates the realities of the Democratic Party of Japan... Feel free to take these with you.*" **Source : Japan Today**

## **Surveillance and disruptions before pirates commit attacks**

The good weather of the inter-monsoon period and the good sailing conditions enable pirates to reach open seas where they can easily find vulnerable merchant vessels. One of EU NAVFOR's priorities is to conduct surveillance of these sensitive areas where pirates can be disrupted before they commit attacks. As an illustration of this kind of missions, the EU NAVFOR French Flagship [FS DE GRASSE](#) has been conducting surveillance activities off the Somali coast during the past days. The warship accomplished "friendly approaches" to non suspicious vessels, investigated suspicious vessels, monitored maritime traffic and gave security advices to vessels sailing in the area. The warship was supported, during these patrols, by her Lynx helicopter, which has the capability to be deployed in a few minutes. Helicopters are major assets in the force as they enable warships to operate at greater range and relocate suspicious vessels. The Flagship, like most of the force's warships, is also supported by a small intervention craft with an embedded boarding team trained for investigations and disruptions of vessels. **Source: EU Navfor**

## NAVY NEWS

**Ergonomical control chair for offshore applications**



- DP (NAVIS)
- AUTOPILOT
- CONNING
- TOUCH SCREEN MENU

- SWITCHING OF VARIOUS FUNCTIONALITIES
  - Sensor menu
  - Switching menu
  - Screen menu

**ALPHATRON**  
[www.alphatronmarine.com](http://www.alphatronmarine.com)  
[deepsea@alphatronmarine.com](mailto:deepsea@alphatronmarine.com)

## Building ocean mine hunter (BAMO) type Narvik



The name of this French navy project was **BAMO (Bâtiment Anti-Mines Océanique)** with six twin hull mine-hunters. The first GRP hull was launched in 1991 by DCN Lorient with a future name of **Narvik** in mind but in 1992 the project was stopped and cancelled in 1994. The hull of the first BAMO (**Narvik**) remained in the military port of Lorient for over ten years awaiting his fate. After abandoning the project BAMO, the Navy agreed to transfer to Fusco (marines) to make it a place of exercise for the attacks at sea, under the guidance of the Support Services Fleet Brest. The project was entrusted to businesses and Timolor Cégélec. For a year, they have reconfigured the interior, bringing them closer to the maximum of merchant ships or passengers. Above is the **NARVIK** seen last week in Lorient

A second hull was started and was scrapped in 2003

Photo : Clemens Smits ©

M651	<i>Narvik</i>	1991	-	M654	<i>Colmar</i>	-	-
M652	<i>Autun</i>	-	-	M655	<i>Garigliano</i>	-	-
M653	<i>Bir Hakeim</i>	-	-	M656	<i>Berlaimont</i>	-	-

## HS PAPANIKOLIS Commissioned by Hellenic Navy



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312

On November 2, 2010, the Hellenic Navy has commissioned the first 214 Class submarine at Howaldtswerke-Deutsche Werft GmbH (HDW), a company of ThyssenKrupp Marine Systems. Prior to the commissioning, the Hellenic Navy has declared the acceptance of this boat together with an order for two more submarines of the 214 Class.

The new submarine named **HS PAPANIKOLIS** has a displacement of 1,700 t, is 65 m long and is operated by a crew of 27. It is equipped with an air-independent fuel cell propulsion system allowing a significantly longer underwater endurance. In addition to this, the submarine is characterised by considerably reduced acoustic, thermal and magnetic signatures. Thanks to these features, the submarine is extremely difficult to detect. The diving depth of this type has also been optimised. In February 2000, the Hellenic Navy was the first foreign navy ordering a fuel cell driven submarine. The **HS PAPANIKOLIS** is now the eleventh submarine with fuel cell propulsion in service with the German, Hellenic, Italian, Korean and Portuguese Navies. **Source : Defpro**

## 'California' nuclear sub christened in Virginia



The Navy is celebrating the christening of its newest nuclear-powered submarine at the Virginia shipyard building the \$2.3 billion vessel. Officials christened the ship at a ceremony Saturday at Northrop Grumman Shipbuilding in Newport News.



Ship sponsor Donna Willard performed the honor of breaking a bottle of American sparkling wine across the submarine's hull. She is the wife of Adm. Robert F. Willard, the current commander of the U.S. Pacific Command.

The **California** is the eighth ship of the Virginia Class. The 7,800-ton submarine is 377 feet long and can dive to depths greater than 800 feet. When delivered to the Navy in 2011, Cmdr. Dana A. Nelson will be the ship's commanding officer, leading a crew of 134. **Source : WTOP. online**

## SHIPYARD NEWS



The **MSC ANTARES** seen in Cape Town – **Photo : Ian Shiffman ©**

## New Mitsui bulker design cuts CO2 emissions

Japan's Mitsui Engineering & Shipbuilding Co., Ltd. has unveiled a next-generation 66,000 dwt bulk carrier design developed to reduce CO2 emission by 30 percent. of next generation. Named the "**neo Supramax 66BC**," the new ship is an enlarged version of Mitsui's best selling 56,000 dwt type handymax bulker, for which it has received over 150 orders

Development of the neo Supramax 66BC design involved extensive consultations with shipowners and operators and investigations of more than 600 ports all over the world. The result is a ship designed to have wide beam (36 m) and shallow draft, taking into account current 56BC trading patters and the expansion of Panama Canal, expected in 2014.

The ship is a general use bulk carrier equipped with deck cranes and suited for the carriage of bulk cargoes including coal, iron ore, wheat, barley, soya beans, etc. It can also carry lengthy/heavy cargoes such as steel pipe and hot coil. Hatch openings are optimized for the existing cargo handling equipment at various ports. Although the neo Supramax 66BC is larger than the 56BC, its fuel consumption less as a result of adopting Mitsui's newly developed energy-saving hull form. The shipbuilder is offering two specifications for the ship - Premium and Standard. The Premium model will achieves a reduction of CO2 emission by about 21 percent on a ton-mile basis with a further reduction of up to about 30 percent with the application of optional software and hardware . Mitsui is also developing measures to meet future SOx and NOx emission controls and requirements for ballast water treatment system is adopted, which is a hot current topic among maritime industries. **Source : MarineLog**

### Principal Particulars of the Ship

Length overall 200 m  
Breadth 36 m  
Depth 18.45 m  
Full-load draft 12.9 m  
Deadweight 66,000 metric tons  
Service speed 14.5 knots

## DISNEY DREAM READY FOR YARD TRIALS



The **DISNEY DREAM** seen getting ready for her first dancing steps offshore which are scheduled to start Friday  
**Photo : Kees de Vries ©**

## Moonen 124 wins ISS best power award

**Moonen Shipyards** is delighted to announce that the **Moonen 124 Northlander** has won the category Best Power 24-40 m at the ISS (International Superyacht Society) 2010 Design & Leadership Awards. The award was immediately

placed prominently on display onboard the yacht, which is on display at the Fort Lauderdale boat show. "It is a wonderful tribute to the quality of the Moonen craftsmen and the ingenuity of the design and engineering teams that Northlander has won this prestigious award," says Emile Bilterijst, Managing Director of Moonen Shipyards. "As one of the largest vessels we have launched to date, the Moonen 124 incorporates all the decades of know-how at our yard. It also confirms our belief that this is one of the best motor-yachts of her size available on the market today.

Recognised as a benchmark for superlative achievement, the awards were presented on 28 October at the 20th Anniversary of ISS's Awards Gala in Fort Lauderdale. Northlander had made her first Atlantic crossing to take part in FLIBS, and her captain Peter Davey reported that the first Moonen 124 handled the very challenging seas and weather conditions exceptionally well.

Styled by René van der Velden, Northlander has a gracefully balanced bow and stern, eye-catching fashion plates and a low superstructure profile. She offers the comfort, elegance and class of a 38-metre superyacht, while still retaining the intimate details that set a Moonen apart. Naval architect Stolk Marimecs was responsible for the smooth lines below the waterline, which ensure both comfort at sea and low fuel consumption levels. Northlander's interior was designed by Art-Line and makes full use of her significant volume. With countless features attractive to owners, guests, captains and crew, the Moonen 124 is ideal for charter and private use. The yard is currently building an even larger yacht for a repeat owner: The first Moonen 133, complete with her own submarine, is scheduled for delivery in 2012. **Source : Moonen Shipyards**

## **STX Finland to cut jobs**

After the delivery of the **Allure of the Seas** the workload of STX Finland has decreased dramatically. To increase competitiveness STX Finland launches a vast cost-cutting program, which may include the loss of up to 350 jobs at the Turku and Rauma shipyards. **Source : ShipGaz**

## **ROUTE, PORTS & SERVICES**



The Wagenborg managed **NOORDERLICHT** (ex **Diamant**) seen enroute Rotterdam, it looks like that the crew is not aware that Rotterdam is situated in The Netherlands as can be seen the ship is flying the **British flag** on the SB side at the foremast.

**Photo : Ruud Zegwaard ©**





**Seamanship**

**Whatever the ship.  
Wherever delivered.**

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING

[www.redwise.com](http://www.redwise.com) [info@redwise.nl](mailto:info@redwise.nl)

## First of the SA15 freighters sold for scrap

The **NORILSK**, the prototype vessel of the spectacular **SA15 freighter series**, has been sold for recycling at Huangpu, China, for USD 415 per light ton, USD 4.49 million in total. The ship has 10,816 tons of steel. The **Norilsk** was delivered from Wärtsilä's shipyard at Turku in 1982 and hit the headlines worldwide as it was the first cargo carrying icebreaker ever and built for the trade between the nickel mine in Dudinka in Russia and the rest of the world. The vessel and its 18 sister ships were outfitted as icebreakers with large engine plants. All equipment on board was built for operation in temperatures down to minus 40°C.



Photo : Harry Stott ©

The vessel has a length of 176.85 metres and a beam of 24.5 metres. Its draft is 10.52 metres. Cargo capacity is 25,300 cbm and there is space for 576 TEUs. Several of the sister ships have been sold off from Russia/Soviet Union and **Norilsk** is not the first in the series to be recycled. In 1990, **Norilsk** arrived in Nørresundby, Denmark, with the first cargo ever brought from Japan via the North East Passage to Denmark. **Source : ShipGaz**

## San Diego port to debut new cruise terminal

When the gleaming new glass and steel terminal on San Diego's Broadway Pier opens for business next month, Port officials are hoping the \$28 million project will, in time, entice more modern-day liners to cozy up to the city's downtown waterfront. Gone will be the former Rube Goldberg-like arrangement that relied on a nearly 40-year-old concrete platform and temporary tents to handle thousands of passengers boarding cruise ships bound for Mexico, Hawaii and the Panama Canal. In its place will be a spacious 52,000-square-foot terminal and public pavilion, part of a long-planned strategy to appease the cruise lines that for years have complained that San Diego's aging port facilities were inadequate to meet the demands of today's modern-day behemoth liners.

The new Broadway terminal, with its huge blue-tinted windows, saw-toothed roof and iridescent corrugated metal exterior, will be used to augment the two cruise ship berths at the Port's larger, albeit dated, facility on the nearby B Street pier. Trouble is, next year's cruise ship business is expected to sink to the lowest level the Port of San Diego has seen in a decade as cruise lines react to California's struggling economy, continued violence in Mexico and increased demand for European cruises. While this year an estimated 515,000 passengers will have boarded and disembarked from ships in San Diego, just half that are expected to do so in 2011. At the same time, global business has mushroomed into a \$22 billion a year industry. The Port, however, makes no apologies for making an investment it is convinced will reap dividends in the future. "In any city, you want your airport and seaport to be clean, convenient and customer-friendly," said Rita Vandergaw, marketing director for the San Diego Unified Port District. "Your facility represents the first impression that people have of the destination, and San Diego is a world-class destination, but our (cruise) facilities are not." The San Diego Port also faces the prickly problem of continued criticism of the terminal, the target of a lawsuit by activists who argue that the huge building is at cross purposes with long-standing plans to beautify the waterfront and improve access to the bay. Just this week, it was awarded the Grand Onion in the annual Orchids & Onions resentation that singles out the best and worst in local architecture and design. "Not only does it wall off the bay from the public, but when a cruise ship is in, you can't even go out there for 32 hours for security reasons," said Diane Coombs, co-chair of Navy Broadway Complex Coalition, which sued the Port last year seeking to halt construction of the terminal. "Even when the cruise business improves, when you consider the cost of building the structures and providing services to the cruise ships, it is not a moneymaker for the Port. In fact, I suspect they may be losing money per passenger."

The biggest blow to the Port's cruise business came last year when Carnival Cruise Lines decided to discontinue its year-round ship that offered shorter, affordable voyages to Baja California. The liner accounted for about a quarter of the Port's dockings in 2009. San Diego is certainly not the only port to be left adrift by the major cruise lines. The Port of Los Angeles has experienced a similarly dramatic downturn in business, losing a Royal Caribbean ship that made three- and four-day cruises to Mexico, and come January, its year-round Royal Caribbean ship will no longer be home-ported in Los Angeles. The lost business, though, has not stopped the Port from spending millions on new gangways and planned renovations.

"In order to get traction with the lines, you need to have something appealing when they pull the ship in," said Chris Chase, marketing manager for the Port of Los Angeles. "In the short term, it may be rough, but we need to make this investment because we don't want to lose the business we have, and we do have a new customer, the Disney ship." While the revenue ports receive from passenger and docking fees is relatively minimal, it is the economic impact to the region that cities covet. The San Diego Port District estimates \$570 million comes to the local area in the form of passenger, crew and cruise ship spending. Recognizing the financial benefits of welcoming cruise ships to the port, San Diego began aggressively courting the liners in the 1980s, and by the early 1990s, dockings in San Diego had grown dramatically.

But by 2000, the major lines were telling the Port that improvements were needed at the B Street Pier, a converted cotton warehouse that hadn't been renovated since 1985. While the Port District had long intended to upgrade the 130,000-square-foot terminal, it couldn't do so until it had an adequate facility on the narrower Broadway Pier to handle at least one berth for incoming cruise ships, Vandergaw explained. Between the two piers, up to three cruise ships can dock in San Diego at any one time. What started out on Broadway as a prefabricated structure ultimately metamorphosed into the current industrial design following feedback from the public that the city's waterfront deserved a more sophisticated space. Included in the design is 91,000 square feet of public areas both inside and outdoors that can be used for events and celebrations when cruise ships are not docked there.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312

What the Port District could not have anticipated three years ago, though, was the grisly violence that has devastated Mexico's tourism industry and one of the nation's worst recessions. "We have felt a tremendous strain on our California-based operations during the past two years," acknowledged Jennifer de la Cruz, spokeswoman for Carnival Corp., parent company of 11 cruise lines. Carnival originally agreed to lend the Port funds to help improve the B Street Terminal, but in 2007, at the request of the Port District, it agreed to boost the loan amount to \$12 million, most of which went toward the Broadway terminal project. The loan is being repaid through a special fee of \$4 levied on each passenger.

"Both the economy and escalating crime in Mexico have heavily impacted cruise demand," de la Cruz said. "... Also, a lack of new ports of call or the development of new cruise destinations along the Mexican coast continues to be a challenge for the cruise industry. "Nonetheless, we are committed to maintaining cruise operations in California, including San Diego, and the modernization of cruise terminal facilities in San Diego is imperative for the Port to remain competitive." Despite the sharp downturn in cruise visits, San Diego had no choice but to enhance its facilities in anticipation of an eventual rebound, believes local tourism expert Carl Winston. He likened the B Street Terminal to a glorified barn. "It's a long-term investment. The cruise industry is down, but it will be back," said Winston, director of the School of Hospitality and Tourism Management at San Diego State University. "I believe that's the thinking of the Port. The cruise ships who are here will be happier, and making their passengers happy is what's important." **Source :** [signonsandiego](#)



Above seen from the aft deck of the **BLACK MARLIN** while docked in between the the ballasted **No. 2 Vyborg hull** during the integration with **No. 2 Vyborg topside**.

**Photo : Erik van Empel – Dockwise ©**

## New vessels for Havila

**Havila Shipping has concluded bareboat charters and purchase options on two PSVs, reports Seabrokers.**

The vessels are the 2010-built VS485CD **Troms Artemis**, which is to be renamed **Havila Commander**, which recently returned to the North Sea from drilling support off Greenland; and sister vessel **Troms Apollo**, which is to be



renamed **Havila Crusader**. The latter vessel is under construction at Norway's Hellesoy shipyard with delivery due mid December. Source : Offshore News Online

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER / SERVER YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO THE SERVER DUE TO "MAILBOX FULL"**

Worldwide liquid cargo services 24 hours per day, 365 days per year!



**MariFlex Pump Services B.V.**  
Professionals in liquid cargo handling

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Telephone (24h) +31(0)10-434 44 45  
www.mariflex.net info@mariflex.net

## Deutsche Seereederei sells shares in Scandlines

Deutsche Seereederei has sold its 20 per cent share in Scandlines A/G. The shares have been taken over (50 percent each) by the two other owners of Scandlines, 3i (British) and Allianz Capital Partners (German). Rostock-based Deutsche Seereederei was part of the takeover of the formerly state-owned Scandlines in 2007. "The change in ownership will not change Scandlines' course. We will stick to our growth plan in our core market with the Eastern corridors to the Baltic countries", says Bengt Pihl, CEO of Scandlines. Part of the future growth plan consists of the two new ferries for the Gedser-Rostock run, which, together with port facilities, represent an investment of DKK 1.7 billion.

Source : ShipGaz



The **KROONBORG** seen enroute Antwerp - Photo : Ferry van Rijsbergen ©



The **RT ANTONIE** seen assisting the (rusty) **MAERSK KIMI** in the port of Rotterdam  
Photo : Marijn van Hoorn ©

## Hong Kong government defends its control on sulphur emissions

The Hong Kong government has hit back at criticisms that it has "too lax" control over the use of heavy oil with high sulphur contents by vessels berthing at or passing through the port. According to Hong Kong's Secretary for the Environment Edward Yau, the local government has been "diligently implementing" emission control requirements of "the relevant international conventions and introducing legislation to enforce such requirements in Hong Kong waters". "In 2008, the Merchant Shipping (Prevention of Air Pollution) Regulation (Cap. 413M) was enacted to implement the latest requirements under Annex VI (Prevention of air pollution from ships) to the IMO's International Convention on the Prevention of Pollution from Ships, 1973 (referred to as "MARPOL")," said Yau.

"Under the regulation, ships operating in Hong Kong waters are required to use fuel with a sulphur content of not more than 4.5%, which will be tightened to 3.5% in 2012. He added that a study commissioned by Hong Kong's Environmental Protection Department (EPD) found that "average sulphur content of marine fuel used by ocean-going vessels calling at Hong Kong's port and transiting Hong Kong waters is 2.9%." The figure "meets the requirement of the relevant [MARPOL] international convention", said Yau. "EPD has been working closely with the Marine Department and closely watching the IMO's and international community's latest development in policies and measures to reduce maritime emissions and to enhance the quality of marine fuel," he added. "We will study the feasibility of introducing such measures into Hong Kong." In addition, Yao revealed that EPD has already completed a trial on local



ferries using ultra low sulphur diesel. The department is currently in the midst of analysing data to "map out a suitable way forward for encouraging local ferries to switch to cleaner fuels or adopt other emission control measures," he said. He also noted that several shipping companies have already switched to using low sulphur fuel when berthing at Hong Kong port. Yau was responding to local solicitor Honorable Paul Tse Wai-chun who questioned the government's inaction in amending and reviewing legislation to enhance control of sulphur content of vessel fuels. Tse questioned why the government has "all along not amended" the legislation "enacted 30 years ago which regulates dark smoke emission by vessels but not the sulphur content of vessel fuels". **Source: Portworld**



**ANTWERP TOWAGE NV**  
www.antwerp-towage.com - info@antwerp-towage.com

MULTISHIP TOWAGE



The **EL VALENCIA** seen moored in Balboa – Panama – **Photo : Erik Matzinger ©**

## **Aker Wayfarer delivered**

Aker Group has added another deepwater subsea vessel to its growing fleet. Seabrokers said **Aker Wayfarer** was christened at STX Europe on 02 October and joins **Skandi Santos** and **Skandi Aker**, which were delivered earlier this year. The final vessel in the series, **Aker Connector**, is scheduled for delivery in 2012 and has already secured a



two year plus options contract from ABB for cable lay operations, including installation of the power cable for Eni's Goliath development in the Barents Sea **Source : offshore news online**

## **Development of Purteen harbour to cost €5.4 million**

The Mayo Advertiser reports that the long-awaited design report for Purteen Harbour in Ireland has been received from the Department of Agriculture, Fisheries and Food, which estimates that the development will cost €5.4 million.

The Belmullet Electoral Area committee was informed at Tuesday's meeting that the report was furnished by the Department 10 days ago. The preferred option selected will include works to dredge the basin, excavation, and to build a new slipway. Councillor Michael Holmes said this report, which took "eight years" to complete, "cost €350,000", with the outcome that the project will cost €5.4 million, and the re-development will never happen as there is "no bloody money there to do it". **Source : Dredging News Online**



[\*\*www.mammoetsalvage.com\*\*](http://www.mammoetsalvage.com)

## **Sharp increase for car import via Södertälje**

Car imports through the Port of Södertälje has increased by 54 per cent between January to October this year. October is the single best month in the past five years with its 8,274 cars. "If you compare this with new car registrations in Sweden during the same period (January-October) growing by 34 per cent, you understand that it is clear that the Port of Södertälje is winning market share," the port said in a statement. **Source : ShipGaz**

## **Nuclear propulsion study for LNG carriers**

As the maritime industry shows renewed interest in nuclear powered commercial ships. Babcock International Group's Marine Division has recently carried out a study to investigate the implications, both commercial and environmental of using nuclear propulsion for LNG carriers. Nuclear propulsion continues to enjoy popularity for warships, especially submarines, however of the four merchant ships pioneering nuclear propulsion in the period 1962-1995, three were not commercially successful and were withdrawn after a relatively short period. The Russian merchant ship (with ice breaking capabilities), NS Sevmorput, built 1988, remains: perhaps her name gives a clue to her survival, Sevmorput, is an abbreviation of Severny Morskoy Put, Russian for Northern Sea Route. Of the non-warship applications of nuclear propulsion, only the Soviet/Russian operated nuclear icebreakers have shown outstanding service over many years and could be considered successful.

Within the last few years however, several factors have changed, generating renewed interest in nuclear propulsion for merchant ships, for example recent papers concluding that the adoption of nuclear propulsion for high speed container ships is technically feasible and could be commercially more profitable than conventional container ships. Babcock's combination of technical knowledge and experience in LNG projects together with service and support for the Royal

Navy's nuclear submarine fleets places them in a good position to have carried out this study. Babcock International concludes from the study that there are several benefits of using nuclear power for LNG carriers: high power density freeing extra space for cargo, zero exhaust emissions and negligible noise emission. **Source: Maritime Propulsion**

## **Two million containers between Prague and Hamburg handled**

HHLA's METRANS subsidiary has reached a new milestone by handling its two millionth container on the rail link between Prague and Hamburg. METRANS, a subsidiary of Hamburger Hafen und Logistik AG (HHLA), has now transported two million standard containers (TEU) between its terminal in Prague and the Port of Hamburg by rail. During a visit to Prague by Christoph Ahlhaus, Hamburg's First Mayor, a rail gantry lowered the jubilee box on to a METRANS railcar. Christoph Ahlhaus, First Mayor of the Free and Hanseatic City of Hamburg: "Two million containers represent a remarkable feat. With the direct Prague-Hamburg link, METRANS is making an indispensable contribution to the economic strength of the Port of Hamburg. Despite the crisis in 2009, the trading volume of the Czech Republic has risen by one-third since 2006. Without METRANS, handling this volume would have been impossible." METRANS links the Czech Republic, Slovakia and other countries of the region with the German seaports through highly efficient rail services and container hubs. Over 60 trains run every week between Prague and Hamburg alone. Meanwhile, 75 percent of goods transported between Germany and the Czech Republic are handled by rail. HHLA and the Port of Hamburg profit in two ways from the proximity of the emerging economies of Central and Eastern Europe: Efficient transport systems in the hinterland bring containers to the HHLA Terminals in the Port of Hamburg, where they are loaded for transport overseas. In the other direction, the hinterland systems accept containers from overseas at the HHLA Terminals for onward transport into the European hinterland.

Klaus-Dieter Peters, Chairman of the HHLA Executive Board: "The success of METRANS will spur us to further strengthen the Port of Hamburg's hinterland links. In doing so, we shall systematically be building on the advantage of Hamburg's geographical location. The Port of Hamburg and the emerging economies of Central and Eastern Europe will both benefit from this." Jiri Samek, Managing Director of METRANS: "Handling of the two-millionth container at our terminal in Prague is a milestone for METRANS. Following the severe economic crisis last year, on some routes, like this one between Prague and Hamburg, METRANS has already exceeded the record level reached in 2008." HHLA's METRANS subsidiary has set a new standard in hinterland services with European seaports. Shuttle trains run between the container terminals in German seaports and the METRANS hinterland terminals in the Czech Republic and Slovakia. Frequency is higher than on passenger services. The METRANS hinterland terminals function as hubs. Containers are transported onwards from these by train or truck. A complete customer service supplements the innovative production concept developed by METRANS. METRANS operated the first container train between Prague and Hamburg on 18 February 1992. **Source: HHLA**

## **Cut Emissions, Cut Costs**

Six European ports on Tuesday launched an initiative aimed at cutting emissions from ships with some terminals offering discounts on port dues to cleaner vessels from January next year, officials involved said. A progressive global cut in nitrogen oxide (NOx), sulphur oxide (SOx) and particulate matter entered into force in July this year, although reductions will be staggered until 2020. The emissions standards were adopted by United Nations' shipping agency, the International Maritime Organisation (IMO), in 2008. The European ports of Le Havre, Bremen, Hamburg, Antwerp, Amsterdam and Rotterdam have developed an environmental ship index (ESI) which calculates a vessel's green performance and aims to encourage owners to speed up emissions cuts on a voluntary basis, port officials said.

'We look at the requirements of the IMO and that is our starting point,' said Fer van der Laar, European managing director of the International Association of Ports and Harbors. 'Anything above that we will reward,' he told a news conference at the launch of the initiative in London.

A ship's efficiency performance will be measured according to a baseline and then awarded points from zero to 100 according to how much more efficient the ship is compared with the IMO emission standards. NOx cuts will depend on

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 312

the performance of a ship's main and auxiliary engines, while SOx cuts will be determined by the sulphur content of the fuels used. 'Some ships really perform a lot better and they have cleaner engines and use cleaner fuel. So we want to reward them for doing that,' said Tiedo Vellinga, director environmental monitoring with the Port of Rotterdam.

'The more ports that participate in this, the more we can bring about a change in behaviour,' he added. Participating vessels will receive a certificate detailing their environmental performance. From Jan 1 next year, the Dutch ports of Amsterdam, Rotterdam as well as Moerdijk and Dordrecht will be the first to offer discounted port dues to ships performing better than the legal norm.

Mr Vellinga said it was up to the individual ports to decide what financial incentives to offer for the scheme. 'Ports in Europe are not allowed to agree and make agreements on port dues and we think every port should put the emphasis on where they want to put it,' he said. Mr Vellinga said a few hundred vessels of all sizes were expected to sign up to the initiative when the ESI goes live on Jan 1 next year.

The ESI also aims to reward vessels for cutting greenhouse gas emissions through the monitoring of and reporting of CO2 emissions. IMO discussions over cutting CO2 emissions from ships remain deadlocked and delegates failed to reach agreement on technical and operational proposals last month. Mr Vellinga said while the ESI did not want to 'run ahead of the IMO', early adoption of CO2 cutting measures by vessels was being encouraged.

'Then we can use our system to reward earlier compliance,' he added. **Source : ShipTalk**

## OLDIE – FROM THE SHOEBOX



In the early seventies this tug assisted m.v. "EEMLAND" (KHL) upon leaving berth in Rio Grande (RGS).

**Photo : Arie van Zoomenen ©**

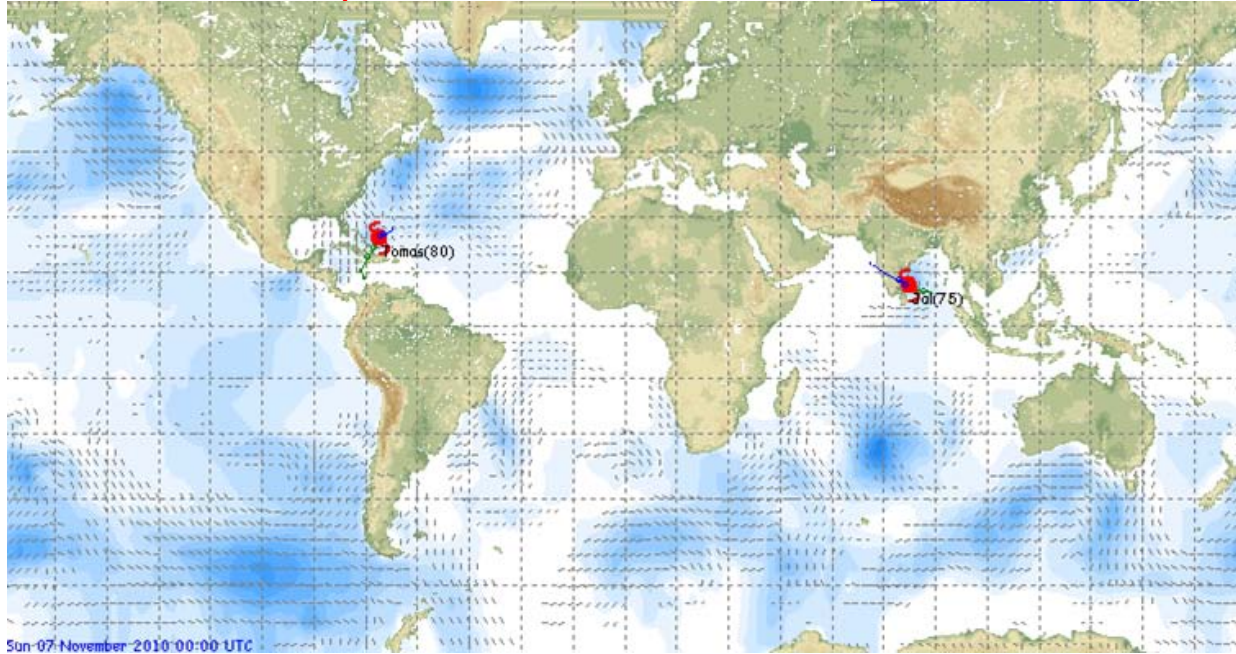


## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

### UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

## .... PHOTO OF THE DAY ....



The **RPA 15** seen with a fresh coat of paint moored at the **DE HAAS shipyard** in Maassluis  
**Photo : Jan Steehouwer ©**